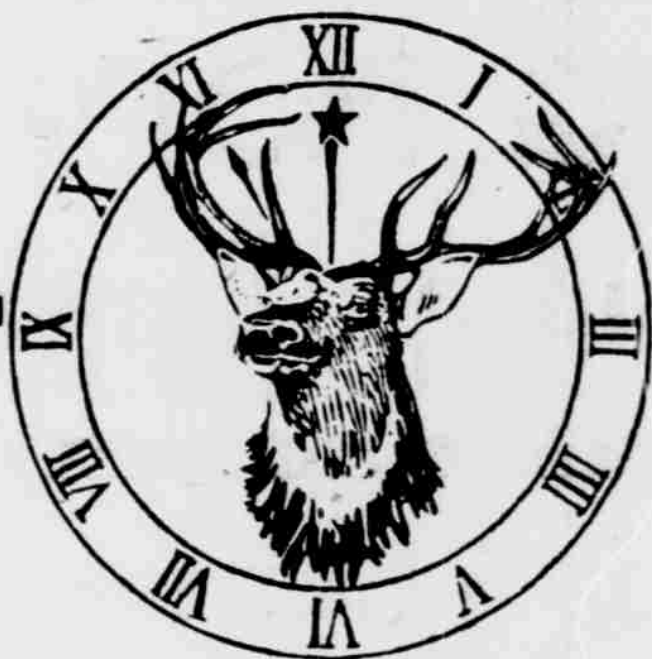


ELKS'



Special

We desire to present to the residents of Arizona, especially Phoenix, Mesa, Tempe and the entire Salt River Valley, our special train, which will leave here July 4th for Atlantic City. With the support of local people we are making this train a monster advertising boost for the Salt River Valley in order that eastern people may be impressed with the unrivaled resources and unusual advantages we have to offer the prospective investor. At this season of the year many Salt River Valley people go to eastern points. To these we have to say that if they will make arrangements to travel on this special train they will add that much to the success of this enterprise. It is not necessary that you be an Elk or that Atlantic City be your destination. Tick-

ets to any eastern point are good on this train. Tickets are good returning until October 31, and give you the choice of several routes returning. Train will run through to Atlantic City on fast schedule, permitting stops at El Paso to visit the Juarez battleground; San Antonio, to see the 20,000 soldiers of the United States army and the Alamo; St. Louis, Indianapolis, Columbus, Pittsburg, Philadelphia and other important cities. Rates on this train are same as on regular trains, no extra charge being made for the additional service. Ladies with children are especially invited to use this train, as it does away with annoying changes. Committee of Elks' wives will look after all unescorted ladies and their children.

In order to secure good accommodations make your reservations at once at Southern Pacific Office, 22 N. Central Ave.

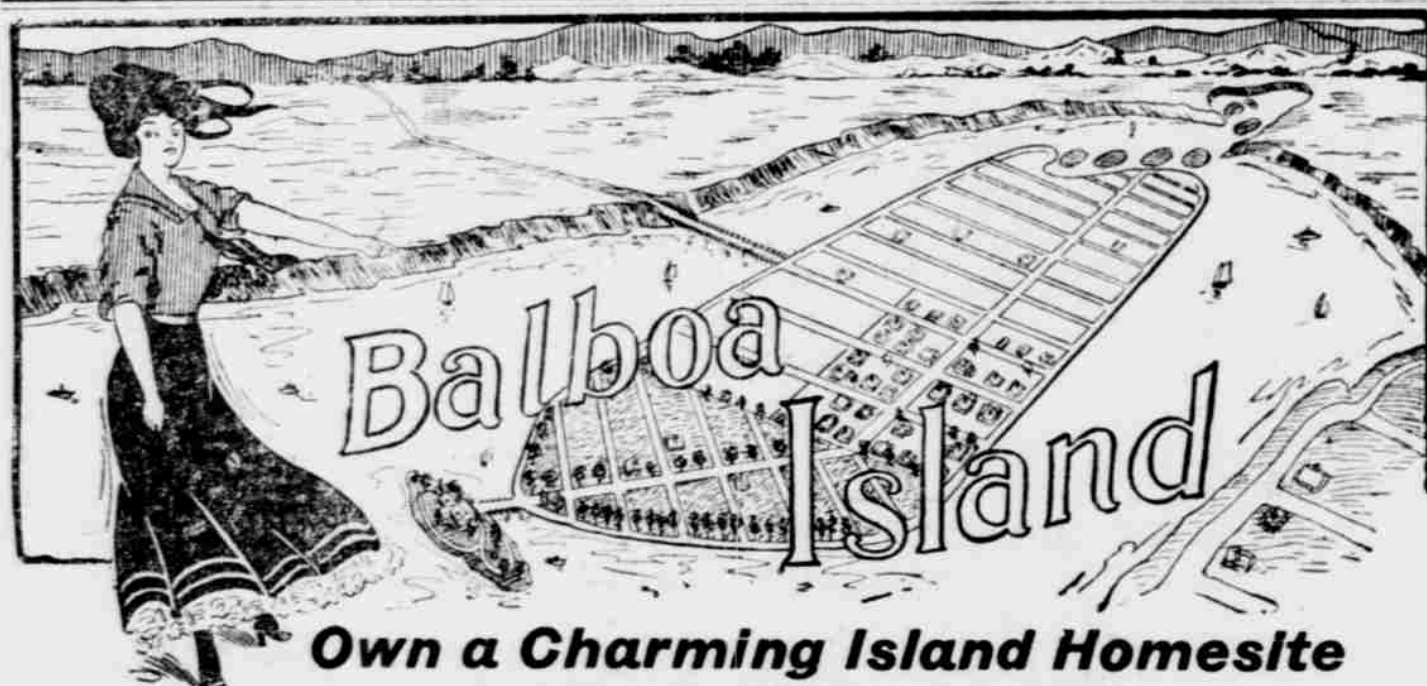
## Elks' Reunion Committee

### Why He Was Nervous.

He was an immaculate servant. To watch him serve a salad was to watch an artist at work. To hear his subdued accents was a lesson in the art of voice production. He never slipped, he never smiled, and his mutton chop

whiskers marked him as one of the old and faithful stock. But one evening, to the surprise of his master, he showed unaccountable signs of nervousness. When the chicken came on, he confused it with pheasant. He served everything in the wrong order, made blunder after blunder, and put a final touch to his shame by upset-

ting the salt over the only superstitious member of the party. Then, at last, when the ladies had retired to the drawing room, he touched his master on the shoulder. "I beg your pardon, sir," he said, in a respectful undertone, "but could you manage to spare me now? My house is on fire."—From the Argonaut.



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By California's Coast Near Los Angeles

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313 West Third St., Los Angeles, Cal.

ing to be had in Southern California. Water, electricity, sewer and sidewalks are already in, and a gas plant is to be installed at once. With these utilities and the new breakwater and jetty which it is proposed to build, Balboa Island will be the most complete and most delightful home place and pleasure resort adjacent to Los Angeles. These island lots are limited in number by nature and must command enormous future prices. It will pay you to investigate now. Lots \$325 up. Terms, one-third cash, balance two years, 6 per cent.

Tract Office,  
Collins Boat Landing, Palm Avenue,  
Balboa.

### ELKS STRUGGLE FOR OSTRICH HONORS

THE OSTRICH DRIVING ABILITY OF THE MEMBERS DEBATED.

Enthusiasm Over Special Increases—Itinerary Ready.

The itinerary of the Elks' trip east has been sent to the printer for publication, and it will probably be ready for distribution by next Monday. Passengers will find these booklets of great assistance in planning their trip, as they describe all the points of interest along the line, and give the times of arrival and departure from cities of importance, with the schedules of connecting trains, and other information valuable to travelers.

It was learned yesterday that the equipment for the Elks' Special is now being assembled in California, and will arrive in Phoenix by July 3. The equipment will be standard throughout, and the railroad will see to it that the Salt River Valley Elks arrive in Atlantic City in as elegant and modern coaches as any other lodge in the country. A member of the herd, when describing this equipment said yesterday:

"Of course we don't want to give out the impression that the Elks are egotistical. Nothing of the kind, but we do think that nothing is too good for us, and when we travel we travel right. It's going to be a good thing

for the valley, too, to have us go east on the finest train that has ever been sent out of Arizona. I suppose some of those Atlantic City people will think we had to go to Chicago to catch our train, and they'll think, when they see us climbing off, that we never had a car ride before. It is our intention to disillusion them of a few of these threadbare ideas about the 'wildness and wooliness' of the west. They don't understand it, and we will help to show them."

An exciting business meeting was held at the club rooms of the lodge last Thursday evening, in which there was a bitter argument raised when the question of the men who should drive the ostriches was discussed. Ordinarily dignified and self contained, it is understood that Frank DeSouza was moved to strong protest when it was proposed that his ostrich be driven by Joe Cassou. It is reported that Mr. DeSouza said:

"I have been a good Elk for years, now, and I do not see why I should not have this honor. I feel that any comparison between my ostrich driving ability and that of the honorable gentleman (Mr. Cassou) would result in a decision in my favor. I therefore entreat you, gentlemen (the other Elks) that you appoint a committee to investigate my claim to this distinctive and unprecedented honor. If I am not better qualified to handle these birds than Mr. Cassou, I will bow to the decision of the committee, and will raise no further protest."

Mr. DeSouza's remarks received close attention. Mr. Cassou did not reply, but after whispering to A. R. Gatter in a corner of the council room, Mr. Gatter addressed the meeting.

"I want to say that I appreciate the logic of Mr. DeSouza's speech, and I heartily concur with him in his statement to the effect that if his ostrich driving ability is superior to that of Mr. Cassou, he is entitled to, and should have the honor. I heard a party say a few days ago that Mr. DeSouza is better qualified to drive ostriches than any other man in the herd. So I would be in favor of appointing the committee to make the investigation he refers to. Let me say in conclusion, that I want the committee, at the same time to consider my merits, and if they find it possible, I hope they will allow me to drive the other bird."

It seems that Mr. Gatter had promised to speak for Cassou, and it is understood that there was a small difficulty between them in the cloak room, when Cassou charged him with breaking faith. The exact details of the quarrel have not been disclosed. Nothing definite has been done about the ostrich drivers, and it is possible that George Driscoll and Paul R. Ingles will be called upon to handle the feline in the big parade to settle all difficulties and jealousies between Messrs. Gatter, De Souza, and Cassou.

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